



ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, head-aches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever pro-duced, pleasing to the taste and ac-ceptable to the stomach, prompt in its action and its results are guaran-teeed. It is sold by all druggists and is the only remedy of its kind ever pro-duced, pleasing to the taste and ac-ceptable to the stomach, prompt in its action and its results are guaran-teeed.

CALIFORNIA FIG SYRUP CO.

LOUISVILLE, KY. NEW YORK, N.Y.

WILL NOT ARBITRATE

The Atchison-Southern Pacific War Likely to Be Prolonged.

Other Interested Railways Fail to Induce the Two Systems to Agree on a Settlement.

The managing officials of the Chicago, Milwaukee & St. Paul, the Rock Island, the Wabash, the Alton and the Denver & Rio Grande roads yesterday addressed telegrams to President Huntington, of the Southern Pacific, and to the directors of the Atchison road, asking them to submit the differences between the two systems to arbitration. The telegrams set forth that a war in passenger rates at the present time will be almost to the detriment of the two systems, and that it is further argued that a slaughter in rates will prove nothing as to the merits of the controversy and will cause infinite damage to innocent lines by the loss of traffic. The telegrams were received from the Atchison people, the Southern Pacific was referred to Mr. Nehemiah, the agent of the Atchison road, and Mr. Nehemiah summed up the situation by remarking that the telegrams do not go to the point, that the Southern Pacific would stand squarely on the platform of no compromise, and that heavy pressure being brought on Chairman Caldwell to refrain from giving any decision at all on the boycott matter, the Atchison people are anxious to have the matter settled by arbitration. It is seen whether or not the fight cannot be settled by arbitration. The Atchison people, however, announced that they would wait no longer than Monday for a satisfactory decision, and that they would be coming by that time it will withdraw from the Western Passenger Association.

Not Favored by Traveling Salesmen.

The general passenger agents of the Western Passenger Association recently recommended to the general agents of the respective lines the placing on sale, beginning April 1, of two thousand-mile tickets in the form of mileage books, good for bearer, so that one or more may ride on these tickets at 2 1/2 cents per mile. If adopted, it will be one of the most important changes in the history of railroads, and it will practically put the traveling salesman out of business, as the occasional traveler will be justified in purchasing a mileage book, the balance of the ticket being paid for the original rate. It is said this will meet the approval of the traveling merchants, who greatly appreciate riding on railroads, but the traveling salesmen do not look upon it with much favor. It is claimed that the move of the passenger men, says, "It has been found impossible to surround the plan of selling non-transferable mileage tickets with safeguards sufficient to prevent their manipulation by dishonest purchasers and their use by the traveling salesman. The proposed increase of the rate to 2 1/2 cents per mile, however, as well as the use of a one-thousand-mile ticket good for anybody at a rate a little lower than the average now charged for local tickets, and the increased travel may compensate the loss of the traveling salesman. At the same time it must be said that there is an element of justice in the claim that wholesale purchasers of tickets, and the traveling class will continue to demand special recognition. Perhaps the result will be the re-organization of the traveling salesmen.

Further Reduction Not Possible.

The general and division superintendents of the Pennsylvania lines were recently summoned to Pittsburgh to further consider reduction of expenses. There were thirty officials in attendance, and General Manager Wood stated that his association of transportation officers. This organization has proved of great value to the company, especially since the general falling off in business. The general manager is maintaining a routine work, the entire day was devoted to the question of how the expenses of the lines could be reduced. The Pennsylvania lines are now in a position of advantage. Cutting down of expenses has now been in progress some months, and since December the primary object has been to reduce the cost of operation to a minimum basis. The question of further reduction was thoroughly canvassed. This investigation showed that the primary object on each division to have been effectual, and no further reduction was possible. The investigation also showed that in the last few weeks there had been something of an increase in passenger business and freight traffic, and the heads of departments are led to believe that while the reduction in traffic is steady, it will, in time, resume its usual proportions. The meeting adjourned without reaching an action looking to a further reduction in expenses. The management of the Pennsylvania lines is now in a position of advantage. Cutting down of expenses has now been in progress some months, and since December the primary object has been to reduce the cost of operation to a minimum basis. The question of further reduction was thoroughly canvassed. This investigation showed that the primary object on each division to have been effectual, and no further reduction was possible. The investigation also showed that in the last few weeks there had been something of an increase in passenger business and freight traffic, and the heads of departments are led to believe that while the reduction in traffic is steady, it will, in time, resume its usual proportions. The meeting adjourned without reaching an action looking to a further reduction in expenses.

Base Agreement Reached.

The agreement between the Western lines, by which no passes were to be issued on account of traffic, which Chairman Midgley of the Western Passenger Association, was so confident of pushing to success, has now been agreed to by the Eastern lines. The agreement was reached after a long and arduous struggle, and it is now a question of time before it is put into effect. The agreement is a significant step towards the resolution of the long-standing dispute between the Western and Eastern lines. It is a testament to the power of negotiation and compromise in the face of adversity. The agreement is a significant step towards the resolution of the long-standing dispute between the Western and Eastern lines. It is a testament to the power of negotiation and compromise in the face of adversity.

Limiting Sunday Traffic.

The Erie has determined to suspend all traffic on its system between midnight Saturday and midnight Sunday. The only exception to the rule will be the limited through passenger trains, the local trains governed by mail contracts, and perishable goods in transit. No cut will be made in the wages of employees.

Southern Rates Slashed.

The Louisville & Nashville railroad has issued a new freight tariff to Southern points. It takes effect March 10 and raises rates from

LOUISVILLE TO COMMON BASING POINTS, SUCH AS ATLANTA, ALBANY, GA., CHATTANOOGA AND MEMPHIS.

cents per one hundred pounds on flour in sacks and grain and all material included in classes A and B, and 14 cents per barrel on flour in barrels and everything else in class C. From Louisville to coast points rates have been advanced on classes A and B 10 cents per barrel on flour. There has been a general slashing in rates to Albany, Ga., Atlanta, Brunswick, Ga., Birmingham, Charleston, S. C., Fernandina, Fla., Gainesville, Ga., and other places where the Louisville Southern and competing lines go.

Personal, Local and General Notes.

Stock of the Boston & Albany, which pays 10 per cent. per annum, is now selling at 100 per cent.

The Chicago & Alton is equipping several of its locomotives with electric headlights at a cost of \$1,000 each.

The passenger business of the Big Four out of Terre Haute for February was 65 per cent. in excess of February, 1893.

General Sherman, general manager of the Vanderbilt fast freight line, was in the city yesterday, going west in the evening.

But fourteen new notices came to the voluntary relief department of the Pennsylvania lines on the Indianapolis division in February.

The Chesapeake & Ohio earned, gross, in January, \$750,000, an increase over January, 1893, of \$100,000; net, \$248,971, an increase this year of \$38,352.

After a careful test the Pennsylvania has decided to test the above mentioned steel rail eighty pounds to the yard and fifty feet, instead of thirty feet, in length.

The division of the Pittsburgh, Fort Wayne & Chicago, has been so ill for some days as to come into the city.

George Brecon, formerly of this city, now commercial agent of the Monon at Cincinnati, has been in the city for a couple of weeks, was yesterday reported better.

The Vandalla is giving more attention to constructing its new line, which will unquestionably prove beneficial in its results.

By change of handling its trains on the Fort Wayne and Adrian division of the Pennsylvania, it has been able to do the work on each division which for years past has been doing.

The Toledo, St. Louis & Kansas City is having the passenger equipment of the line generally overhauled, prepared to doing the passenger business on that line than heretofore.

D. F. Whitcomb, ex-superintendent of the Erie, leaves this morning for New England. A good position on an Eastern road is being offered him, which he is expected to accept it.

James Montgomery, receiver of the Evansville & Richmond, has been appointed, announcing his appointment, and appointing J. H. Montgomery, general freight and passenger agent, treasurer and auditor, with office at Evansville.

Indications are that the Santa Fe will not suffer from the California boycott. Yesterday the agent of the road in this city, in the regular service were reserved as far ahead as March 20.

The passenger department of the Pennsylvania has issued a souvenir book catalogue, handsomely bound, containing a full description of the equipment of the company at the world's fair. The list of exhibits reaches into thousands.

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CITY FINALLY SUES

It Demands Encampment Fund Balance of Commercial Club.

A Breach of Trust Alleged—Viaduct Will Not Be Changed—Talbot Avenue Improvement.

Yesterday morning City Attorney Scott carried a voluminous document into the Circuit Court. The big bundle of manuscript, comprising thirty-two pages, sets out in detail the controversy existing between the city of Indianapolis and the Commercial Club over the balance of the late encampment fund. The city is plaintiff to a suit for \$20,000. John W. Murphy, August Klefer, Hugh H. Hanna, James L. Keach, Albert Sahn, Benjamin Shaw, Michael Steinhauer (designated as the Commercial Club, E. Lilly and William Fortune are defendants. After reciting the history of the financial relation of the city to the National Encampment of the Grand Army of the Republic and the creation of the encampment fund, the city attorney, the complaint shows that on Dec. 12, 1892, Colonel Lilly was appointed chairman of the citizens' executive board, and that William Fortune was chosen executive director; that Colonel Lilly's actions were ratified by the Commercial Club, and that the Commercial Club prior to the mass meeting did secure through subscription a large sum of money for the benefit of the encampment; that these large sums secured before and after the passage of the city ordinance and made available for such other purposes as the committee was in excess of \$20,000, and represented the subscriptions of 20,000 persons and corporations; that of this sum a large amount was paid on subscription contracts and the remainder was held in the Commercial Club's special committee on encampment, 25 per cent. of which he agrees to pay to the secretary of the club on or before Nov. 1, 1891, and the remainder as may be ordered by the city council; that in its installment not exceeding 10 per cent., no installment subsequent to the first payment to be called for within ninety or sixty days.

The complaint shows that \$23,282 was subscribed on contracts which agreed to pay to the fund of the Commercial Club's committee on encampment, 25 per cent. of which he agrees to pay to the secretary of the club on or before Nov. 1, 1891, and the remainder as may be ordered by the city council; that in its installment not exceeding 10 per cent., no installment subsequent to the first payment to be called for within ninety or sixty days.

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